

THE SCENIC ROUTE.

The Sights Witnessed From the Artist's Car.

SOME MODERN CLIFF DWELLERS.

The Sweet Cave-Tenement Pass-Mountain Forces-Levittide as Viewed From a Distance.

STUDIO ON WHEELS, Canon of the Grand River, Col., Sept. 10, 1889.—[Special Correspondence of THE HERALD.]—Continuing my notes of our doings by the way, I must first tell you that we are again in the cañon of the Grand River.

Our little car is dis-tracked in the very heart of its wildest scenery, and, save for the trains that pass by from time to time, we are entirely alone to receive your impressions of this cañon scenery from the swift passenger train, and quite another, to be here alone, at the sunrise, the sunset.

THE STILL, SOLEMN TWILIGHT, and when the moon is rising, as it is doing at this very moment, and lighting up one side of the cañon, so that the great walls look ghostly in its cold rays, while the other side is in deep, black obscurity. Flares and other "varmints" are quite numerous in the ravines leading down into the cañon, and we have been wishing ever since arriving here to see a good-sized grizzly bear at a respectful distance, of course, but all we have seen as yet, of animal life was a poor, little, harmless mink, running along the margin of sand by the river; and a few moments ago, we heard a faint, a very faint, but distinct howl of a wolf up among the hills.

Almost opposite to our home, as we call the car now, there is a broad, deep cleft in the mountain, which is known as the "Dead Horse Gulch," not a very euphonious name, but one reminiscent of the early days. The cliffs on either hand are very striking in appearance; they are of a sedimentary formation standing on a foundation of basalt, and are of great height. You should see these cliffs to gather an idea of how nature can build a wall. The thickness of the layers, or strata, averages from six inches to a foot, and they lie perfectly horizontal. The effect of this wall on the mind is peculiar. We cannot get rid of the idea that it has been done by some race of men of primitive times and of superhuman strength.

While I think of it, I must tell you a little more about the "Sweet Cave."

down at the springs. Visitors to the place enter into a large brick building at the foot of a limestone mountain, and a corridor from thence leads into the cave, a stream of very hot water passes through this, and soon the patient is tarbed in a profuse perspiration. It is said to be an infallible cure for rheumatism, sciatica, etc., but the curious part is its effect upon old, inveterate smokers. After remaining in the cave for an hour or so (a severe test), their perspiration is said to become tinged with a brownish hue—the system throwing out the deposits of perhaps the last ten or fifteen years' smoking. You can take this statement for what you think it is worth, but my informant was really in earnest. Another thing I forget to mention is the fact that there are but few men at work at the western terminus of this line—about a dozen Italians. While the Rio Grande Western is doing an immense amount of work, making heavy cuts, straightening the track in many places and otherwise making all ready for the hasty construction of the broad gauge, this line seems to be doing nothing. There remains but sixty-five miles of track to be made between Rifle Creek and Grand Junction, but at the rate the work is going forward at present, its completion is far distant.

This morning we put in the time taking proceedings against a cliff, which is the highest in the cañon. Its far-extended summit catches the first gleam of morning light, and it is

the best way to see the setting sun. To this we have taken the liberty to give the name of the Tumble. Very weird it looks outside just now, and very lovely. The sound of the crickets' ceaseless trill reminds of home, but not that dull roar that has just ceased through the cañon—a rock detached from the cliffs and rolled down into the river bed.

Between Eagle River, 12th—This afternoon we returned to the mining camp mentioned before, as it looks not a whit less interesting now that we have a chance to deliberately survey the place. It is night now, and the twinkling lights of the MOUNTAIN CLIFF DWELLERS,

far up on the tops of the cliffs, are a novel spectacle. The camp is very prosperous; one of the richest in the state. We have just been looking at some specimens from the principal mines, and they would make the eyes of some of our cabinet collectors water. One was a fine specimen of hematite, very valuable and rare; the specimen white and lustrous almost pure silver. This specimen was from the Powderly mine, not a thousand yards from our car. The Iron Mask mine is also one that puts out some very rich ore, the most valuable mine in the camp. The Tip-Top is another. They are driving a tunnel into the mountain for a thousand feet to tap its leading vein below its present exposure. This blasting in the cañon sounds every once in a while through the camp.

Between the stations of Siltom and Geyser, the road passes through a little valley that, I think, Prof. Marcus E. Jones of Baltimore would find especially interesting. It has been either under water, or was once covered with ice; but since that period the

PLUTONIAN FORCES HAVE BEEN ACTIVE, and belched up a huge mass of lava which fills up one end of the valley. This is the meeting place of the Eagle and the Grand Rivers. From there on, either by the cañon of the Mount of the Holy Cross—sharp yet dim, above dense groves of pine, and foot-hills yellow with autumnal tinted foliage. Levittide, full—Well, we have just crossed the Tennessee Pass, and a superb view burst upon our sight at its summit. Last night it rained heavily in the valleys, but snow fell upon the mountain tops. The great ranges to the west of Levittide were white with their newly-fallen mantles for 2,000 feet down their sides, all illuminated by the setting sun. Levittide, perched upon its hillside, was a sight long to be remembered—glittering with electric lights, and overhung by volumes of smoke from the smelters on every hand, smelters that are said to dispose of, on an average, 500 tons of ore daily.

Just before reaching Levittide, we passed its cemetery, a pretty place among a growth of young pine trees. Its older part is filled with the graves of many a man who died with his boots on, either by pistol shot, or in the old slang phrase, performing a telegraph pole job. To-morrow, a fresh field and pasture new.

Snow Trains, near Twin Lakes, 14th.—This morning it was raining heavily, but soon cleared off, and in a short time we were chugging across Cache Creek park to ward the lakes. The distance is nine miles, but is so attractive that it seems as more than five. Mountain lake scenery is of a special character from Colorado to the Sierras, so I shall give you no special description of these. The peaks loaded with snow seemed to say that winter was at hand. This elevated part of the west has more extremes of heat and cold than our country. The barometer registered in the shade at Levittide this summer. To-night I shall post this at Salt Lake, and our excursion over this branch of the D. & H. G. will be at an end.

ALFRED LAMBOURNE.

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A PRIZE DESIGN.

Plans and Descriptions from Carpentry and Building.

Here is a condemnation of the matter accompanying the drawings of one of the prize designs recently published in Carpentry and Building.

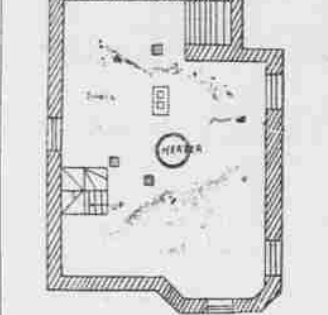


VIEW. Building. The author of the design in this case is Mr. Edward W. Smith, of Jamaica Plain, Mass.

The height of stories: First story, 9 feet; second story, 8 feet 6 inches; cellar, 6 feet 6 inches.

DETAILED ESTIMATE OF COST.

Cellar, 6,000; Boards, 6,000; 90



CELLAR PLAN.

Framing and studding, 7,500; 125

Furring, 1,000; grounds, 1,000; corner boards, 100; 25

Doors, 25; windows, 15; 40

Windows, 15; 40

Outside finish, 1,000; 45

Interiors and conductors (wood), 10; 10

Inside finish, 1,000; 10

Base, 200; 20

Staircase, 10; 10

Clapboards, 600; 60

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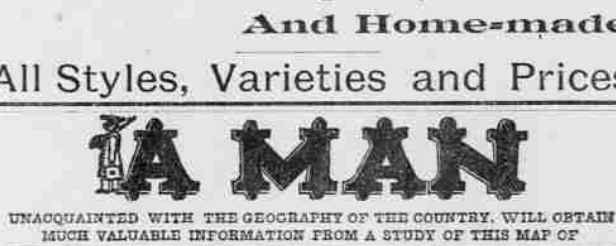
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